

HOIT'S SCHOOL FOR BOYS

Will commence its sixth year August 4th...

New York's Coal Bin

A prominent New York coal merchant, while showing a Pittsburgh friend...

The coal dealers of New York are legion and the business has grown to immense proportions...

The Wheel Caught the Fox

One day toward night, while I was passing through a wooded section of the country...

ROME WASN'T BUILT IN A DAY

Neither are the obstinate maladies, to the removal of which the great corrective, Hostetter's Stomach Bitters, is adapted...

DEAFNESS CANNOT BE CURED

by local applications, as they cannot reach the diseased portion of the ear...

MORPHINE HABIT

Dr. J. C. Anthony, 68 Chronicle Building San Francisco, Cal., will furnish Home Treatment of "MORPHINE"...

Only Hood's Sarsaparilla

Think what a long train of diseases arise from impure blood. Then keep the blood pure with Hood's Sarsaparilla.

Is this what ails you?

Have you a feeling of weight in the stomach, bloating, flatulence, indigestion, loss of appetite, headache, dizziness, nervousness, depression, etc.?

DYSPEPSIA

in one of its many forms. The one positive cure for this distressing complaint is Acker's Dyspepsia Tablets.

Rowell's Fire of Life

An unailing Cure for RHEUMATISM, NEURALGIA, SCIATICA, LUMBAGO AND ALL NERVOUS DISEASES.

FOR PEOPLE THAT ARE SICK OF "PURE" LIVER PILLS

Only One for a Dose. Sold by druggists. Price 25 cents a bottle.

MRS. WINSLOW'S SYRUP FOR CHILDREN TEETHING

For sale by all Druggists, 25 cents a bottle.

THE FAMILY STORY

SISTER CALLINE'S CHILDREN

THE train ran into a little station in the heart of the pine woods, and the conductor sprang to the platform.

"Hurry up there!" he called, running forward, to the negro coach.

The steps were overflowing with pickaninies, so black that at first sight their small features would have been indistinguishable but for the wide creases on each face, filled with even rows of teeth, startlingly white in contrast with their sooty environment.

A fat, good-looking negro, holding an oval bundle, wrapped in an old shawl, close to her breast, seemed to be the center of the crowd, and an old, old negro man, grizzled and wrinkled, was hovering around his margin.

"Is you got um all, Sister Calline?" he asked anxiously.

"Clare of I know!" said the woman, running her eye over the company.

"Pears lak dere's one on um missin'!" "All aboard!" shouted the conductor, and the train moved.

"Hyar, mistah!" shrieked Sister Calline, "you'se ca'in' off one o' my child'en!"

The conductor laughed good-naturedly, and was gone.

"Oh, Lawd!" moaned the woman. "He's done ca'ed off one of um, suah!"

The station agent sauntered near. He wore that intensely bored expression only possible to a man who spends his life in a play-go and playing checks on a barrel head in the intervals.

One wonders if the lunatic asylums are not largely recruited from this class.

"Order have tied 'em along a rope, so's they couldn't get away," he said. Sister Calline turned her black velvet orbs in his direction.

"You call dat train back, I say," she cried. "He's done ca'ed off one o' my child'en!"

"S'pose I can call the train back?" said the man, contemptuously. "If you're sure one of 'em is missin' you'll have to set down and wait here till the train comes back. They'll bring it, I reckon."

"Oh, my pore III chile!" Tears began to stream down the black face.

The wrinkled old uncle looked deeply distressed.

"Is you pint blank suah one on um's missin', Sister Calline?" he asked, sympathetically.

Her eyes wandered, vague and troubled, over the dusky, shifting crowd of faces.

"I see mos' puffedly suah," she said. "Better count 'em," suggested the agent. "How many are there, anyhow?"

"Dere's Lu Roxy Adline, Lucy-alice."

"I see here, mammy!" interrupted a long-limbed girl of 14.

"I told you to count 'em!" said the agent, impatiently.

"I can't count, mas'r! I see bawf dere de walt. But anyhow dey say dere's leben on um."

"Sister Calline," said the old man, tenderly, "le's we set right down hyar an' I'll count 'um fer ye. I see a scholar."

"You sholy is kind, mistah," said Sister Calline, gratefully, sitting down on the edge of the platform.

The agent laughed shortly and turned away.

COMMERCE IS CALIFORNIA'S HOPE

Errors Which Should be Eradicated From Our Pilot Laws.

The San Francisco Committee on Commerce, composed as it is of prominent business men and organizations, representing extensive and comprehensive industrial interests, scattered from one end of the State to the other, has taken up the work of promoting the commerce of California, by an endeavor to remove the many harsh laws under which our shipping is now struggling...

The United States Commissioner of Navigation, in his annual report, supplies some facts and figures which will prove interesting in this connection, and among other things the following statements are quoted from him:

"If heavy State and local taxes are to be maintained, any development of our merchant fleets, which may become possible under changes in the National Navigation laws, will be confined to States which remove undesirable burdens from ship-owning interests."

This is right in line with the work of the Committee on Commerce and emphasizes the necessity for such work. Again: "That these interests have not already secured the removal of the burdens complained of, is evidence of a failure to exert their influence in law-making bodies, as well as testimony to the existence of one cause which retards, and until removed, will continue to retard, the attainment of our full measure of strength in navigation."

As pertinent to our local interests the following is given: "San Francisco, California, levied taxes on her shipping last year within six hundred dollars of the combined taxes paid by the Cunard Line; the Hamburg American Line; the North German Lloyd; and the Compagnie Generale Transatlantique for their respective governments (European), their combined shipping comprising upward of 700,000 tons of the best steel and iron steamships in the world, valued at upward of \$88,000,000."

It is proposed to prepare bills to be presented to the next California legislature, which, if adopted, will relieve the situation in regard to our commerce, and thus give our producers the benefit of cheaper transportation facilities from here to the other parts of the world, and the co-operation of all citizens throughout the State will be required to impress upon the legislature the necessity for the passage of said bills.

Many bills are now before Congress on the subject of navigation, but Congress cannot legislate our burdensome State provisions of the books. See what the Commissioner says on this point:

"In spite of any action which Congress may take toward the enactment of liberal and progressive shipping laws, American navigation must continue at a great disadvantage compared with the navigation of other countries, so long as many of the States tax their merchant marine much more heavily than the merchant marine of other nations is taxed."

Some States are more progressive than others, and the following New York law is cited as an example:

"Section 1. All vessels registered at any port in this State and owned by any American citizen or association, or by any corporation incorporated under the laws of the State of New York, engaged in ocean commerce between any port in the United States and any foreign port, are exempted from all taxation in this State for State and local purposes; and all such corporations, all of whose vessels are employed between foreign ports and ports of the United States, are exempted from all taxation in this State for State and local purposes upon their capital stock, franchises, and earnings for the period of thirty years."

Many of the other States exempt shipping engaged in the foreign trade, and when some States exempt all shipping, the above New York law was passed as an experimental in 1881 and found to work so satisfactorily in building up the commerce of the State that it was re-enacted in 1893 for thirty years as shown in the text. California cannot do better than to follow the wise example of New York and remove all taxes from her shipping interests.

The compulsory pilotage outrage is one of the most obnoxious of our State laws, because it compels the payment for services that are not rendered. It is decidedly unreasonable, and contrary to all rules of justice, that a captain be required to employ a pilot whom he does not need or pay for a pilot whom he does not need. But this is the law, and it is un-American and will not be changed.

The "stand and deliver" policy, that is patterned after the custom prevailing during and previous to the dark ages, is a serious menace and injury to the reputation and business of our port and State, and a violation of the principles of equity that should govern our mutual relations.

"Compulsory Pilotage," unusual and unjust taxes on shipping, and unreasonable port charges are all paid directly or indirectly by our producers and consumers, which assertion we will now proceed to prove.

It has a Potent Charm. That the life of the girl bachelor has a subtle charm of its own, even for those who are not urged to it by expediency, is shown by the fact that Miss Emile Duchesse, the youngest sister of the Duchess of Manchester, has, after several years spent in the highest and most interesting society of England and the continent, settled down to an independent life in a charming apartment in the Avenue Marceau, one of the wide, beautiful streets which radiate from the Arc de Triomphe like the spokes of a wheel.

Miss Yuzana, to whom the more formal side of fashionable life never appealed, enjoys a simple life with her intimates, does a great deal of bicycling, and spends much of her time in needlework, of which she is very fond. The duchess and her little daughter, Lady Alice Montagu, have been staying with her, as has also the well-known beauty, Lady de Grey, formerly Lady Londale. The latter is certainly "divinely tall," being over 6 feet in height.

A Small Fortune for Medicine.

MRS. LEEK SPENDS \$4000 IN THE EFFORT TO REGAIN HEALTH.

Mr. Shully's Experience With Nervous Prostration and Its Attending Evils.

From the Examiner, San Francisco, Cal. "Why, everybody knows the good that Dr. Williams' Pink Pills did me," was the cheerful generalality with which Mrs. Francis Leek, of Room 39, 1206 Market street, San Francisco, Cal., answered the question whether she had taken Dr. Williams' Pink Pills for Pale People. As she looks the picture of health her story was the more surprising.

"You would hardly believe it," she continued, "but I was an invalid for ten years. I spent \$4000 being treated in hospitals in Chicago for rheumatism, neuralgia, nervous prostration and fibrous tumors, and then to think that I spent only \$8 in Pink Pills and am a well woman. It makes me mad to think I spent so much and then got well for six dollars, still, I am glad I did get well. No one could ever guess how I came to take the pills. I have a little granddaughter, at least she calls me 'grandma,' though I am not really her grandmother. One day we were riding in the cars in Chicago and she began to read, 'Pink Pills for Pale People.' It seemed to tickle her and she would rattle it off just as if she had learned a line of poetry, and sometimes she would get it turned about and say, 'grandma, what is Pale Pills for Pink People for?'"

"Well, you see, I got familiarized with the name of Pink Pills and one day when I got a little book about them I sat down and read it all through. I was not good for much else but sitting down or lying down, and I thought I'd give them a trial. I guess there is not much more to say. Look at me. I don't look much like an invalid today, do I?"

It was perfectly true that Mrs. Leek did not look much like an invalid, and it is no secret that she was married only about six months ago. She said that she always keeps the pills by her bedside, and produced a handful of the little round boxes as evidence of her faith in them. "I have had it on my mind to write to Dr. Williams direct and thank him for all the good they have done me; but one thing and then another came up and I have not written yet. I have recommended them to scores of people and probably that did more good than writing. Oh! you can put me down for the Pink Pills every time. I believe in them and I can tell the genuine pills, too, right off. There is nothing that is 'just as good' for me—I want the real pills every time."

Mr. Francis Shully, of 713 Taylor St., said: "I was, the Pink Pills did for me all that was claimed for them. I used them for about five months. They were recommended to me by a druggist on the corner of Oak and Gough streets, the Eagle Drug Store is the name, I think. I was run down, very nervous, and suffered from indigestion. The doctor said my blood was thin and that I needed change of air and all that kind of thing. Well, I couldn't do that, and this friend of mine just told me kind of off-hand to try the Pink Pills. I have tried pills before that were supposed to cure everything and I did not have much confidence, but when a man is sick he don't care what he tries if there is a chance to get well. I got the pills—one box, that is. It did me good, I began to feel better right away and I kept on with them. I have got over all my nervousness and I must say they did me a world of good."

Dr. Williams' Pink Pills contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after effect of grippe, palpitation of the heart, pale and sallow complexion, all forms of weakness either in male or female. Pink Pills are sold by all dealers, or will be sent post-paid on receipt of price, 50 cents per box, or six boxes for \$2.50 (they are never sold in bulk or by the 100), by addressing Dr. Williams' Medicine Company, Schenectady, N. Y.

He-Tongue cannot express the love I bear you, She—They say the money talks. Let us love that has to do with the money.

TRY GERMER FOR BREAKFAST.

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